

SINGER GIVES LIGHT ON VON SCHLEGEL

Miss Anderson Explains Con-
tacts With Elwell on Night
Before Murder.

NO HINT OF A TRAGEDY

Agents That Meetings With
Miss Kraus Seemed Purely
Accidental.

NEW YORK, Minn., Miss Elly Hope Anderson, vocalist and pupil of Mme. Marcelle Sembrich, scoffed to-day at the efforts which the officials of New York county have exerted in questioning Victor von Schlegel since the mysterious death of Joseph Bowne Elwell.

Miss Anderson is the "girl in black" who dined with Von Schlegel at the Ritz-Carlton on the night preceding Elwell's death, when the turfman and a party of friends, including Von Schlegel's former wife, Miss Viola Kraus, were dining at another table. She explained to-day that Von Schlegel had asked her to dine with him that night, because she was to leave her New York apartment the following day to come here and visit her parents.

"We met Mr. Elwell first," she said, "at the checking room in the Ritz-Carlton. Von Schlegel approached the counter to check his coat just as Mr. Elwell was leaving. I don't recall who spoke first, but I remember that both men smiled and that Mr. Von Schlegel waved his hand like this." She attempted to execute a military salute.

"When we reached our table on the roof garden we found ourselves only two tables away from the Elwell party. As we sat down Mr. Von Schlegel remarked that he seemed unable to keep away from Viola Kraus, even though she had given him the privilege.

"Of course, he didn't mean anything by that remark. It was just a joke. He had spoken to me several times before about Miss Kraus, but always in the most good humor. He never said anything against her."

"She's a fine girl, but we just couldn't get along; so we decided to get a divorce. That is all I can remember having heard him say about her. He said something like that as we sat down, and I think I made some reply, but I can't remember."

"After we had ordered we danced, and in the crowd we nearly ran into Mr. Elwell and Miss Kraus. I remember that this time, too, Mr. Elwell and Mr. von Schlegel smiled at each other. I think I saw Mr. von Schlegel nod to Miss Kraus, too, but I couldn't be certain. I know she didn't respond."

Miss Anderson said that the Elwell party left first, and that Von Schlegel escorted her to her apartment on East Sixty-first street, and left her at about 10 or 10:15 P. M. The next morning while enroute for the train she saw a newspaper with the account of Elwell's death. "You could have knocked me over with a feather," she said.

Miss Anderson told of having met Von Schlegel at a tea given by Mrs. Esther Lee Sutton of 726 Madison avenue, New York city, last February.

Miss Anderson is a very attractive young woman of Scandinavian type. She was born in Minneapolis, and before she met Von Schlegel in New York and heard of him from friends who had known him during his student days in the University of Minnesota.

She is the daughter of Charles A. Anderson of 3013 Columbus avenue, proprietor of the Charles A. Anderson & Co. establishment, at 212 Fifth avenue South. The concern deals in electric fixtures.

Miss Anderson began her vocal training here and went to New York last October to continue her studies.

Von Schlegel also hails from this city, having graduated from the South High School in 1898. He was on the Minnesota football team in 1898-99.

LIFE SAVING MEDALS GIVEN.

Mayor Hylan Presents Twenty-one
to Members of Service.

Mayor Hylan presented twenty-one medals to members of the Life Saving Service of the City of New York yesterday for saving lives. Seven diplomas for assisting life savers were presented also.

Among those who received medals were: Edward F. Otto, Orchard Beach; Patrolman Harry J. W. Schmidt, Bay Ridge station; Arthur J. Goode, Orchard Beach; Patrolman William C. Phillips, Rockaway, and Henry E. Engel, East Chester Bay. Engel rescued eight persons from a leaking barge. He received a medal with seven bars.

HARRIMAN NATIONAL BANK

Fifth Avenue and 44th Street
NEW YORK

Old Ideas and New

The untutored idea that a bank is merely a place to deposit money for safekeeping should long ago have become obsolete. A bank has more important functions to perform, and if banking is the hand-maiden of commerce, banks are its backbone.

One of the prime functions of a bank is to collect the scattered capital of the country, whether in the form of savings or otherwise, concentrate it, and turn it out again in the form of credit. This credit goes into the development of every field of industry. Thus, wily-nilly, a depositor of the Harriman National Bank becomes an important factor in the progress of the country. Even those to whom by their own sad confession banking is a "mystery" certainly cannot read the daily newspapers with any degree of intelligence without realizing this function of a bank.

It is brought out most clearly today in the great loans of governments, which, were it not for this unique function of banks, efficiently performed, could never be floated. It is the same concentration of capital, plus intelligently directed and co-operative effort, that made England the mistress of the world's commerce and ruler of its finance, and the Old Lady of Threadneedle Street, her daughter, the great banking power of the world.

Here is a lesson for us, for trade follows the dollar, and the foreign trade which we possessed ourselves of, which we hope to expand, and expect to hold against all comers will depend upon our initiative, unity, and banking intelligence.

BANKING HOURS FROM 9 O'CLOCK A. M. TO 5 O'CLOCK P. M.
SAFE DEPOSIT VAULTS OPEN FROM 9 A. M. TO MIDNIGHT

NO TEAM WORK IN ELWELL MURDER

Continued from First Page.

reluctant to turn over any information of seeming value to the District Attorney's office, and that much of the questioning of witnesses has been due to this.

Racing Car Story Changed.

One piece of information turned over by Capt. Carey to Mr. Swann seems to shatter the report that a man was seen to leave an automobile and enter the Elwell residence at 3:45 A. M.

The report at first emanated from relatives of John Isdale, first officer of the steamship Ariadne, living in an apartment two doors east of the Elwell residence. They said that Isdale had been awakened by the noise of the motor of a roadster in front of Elwell's house and had looked out of the window and seen a man whom he believed to be Elwell leave the machine and enter the house.

Capt. Carey told Mr. Swann that Detective-Sergeant Reynolds of his staff had located Isdale in Philadelphia and had been told by him that he saw a racing car standing in front of the Elwell house at 2:45, but saw no one enter or leave it. He had heard the door of the automobile close before going to the window, he said, as if someone had entered or left it, but he had taken no notice of the occupants.

Other information that the police had gathered in is to the effect that two painters who came to work at "about a o'clock" on the morning of the murder, in the house just east of the Elwell home, had rested on the stoop for a few minutes and had neither seen nor heard anything unusual. A milk driver, the second to be questioned, and the driver of a bakery wagon, who had been about the place early on that morning, made similar statements. Anna Fitzgib, an opera singer, who occupies the house west of the Elwell home, had been out of the city, and other neighbors had been questioned without fruitful results.

Postman Tells His Tale.

In the testimony of Charles S. Torrey, the postman, there was some matter of possible importance. This man contradicted the story of Mrs. Marie Larsen, the housekeeper, who had said that it was customary for the outer vestibule door of the Elwell home to be left open.

He said that it had invariably been locked when he called to deliver the mail, and that on the morning of the tragedy he was surprised to find it unlocked. Instead of pushing the letters under it, as was his custom, he said, he had opened it and thrown them in, giving the bell a couple of rings. He did not notice the milk which, according to the testimony of Mrs. Larsen and of the man who delivered it, was inside of the vestibule.

Forrey said that he walked to the end of the block and then came up on the other side of the street still delivering his mail, and at no time noticed any one enter or leave the Elwell house. When he left the letters, he said, it was about 7:20 or 7:25 o'clock. When he passed the house the second time it was about 7:40.

In another statement made to Mr. Swann, Aloysius Mullane of 244 East Fifty-fifth street, day foreman of the garage in which Von Schlegel keeps his automobile, told how he had taken the car out several hours after the body of Elwell had been discovered, and of his statement to the effect that he wanted to go to Atlantic City to attend a convention.

He said that a telephone message was received at about 8 o'clock in the morning requesting that the machine be put in readiness, and that at about 10 or 11 o'clock Von Schlegel came in and demanded: "Why the devil haven't you got this car ready?"

How Von Schlegel Acted.

"He stayed there and watched the man working on it for about half an hour," said Mullane, "and then he left. He did not say where he was going. When the car was ready I telephoned to a number that I had in my pocket. It was Elly Hope Anderson's house. A Miss Anderson had been coming to the garage for about a month and getting the car. She used to drive it herself. Sometimes she would come to the garage and get the car and sometimes I would deliver it at her house. I telephoned to her and told her the car was ready. I did not have Von Schlegel. She said, 'All right, bring it around to Mr. Von Schlegel.'"

He then told how Mr. Schlegel had intercepted the car on the way with his friend, Mr. Edson, and had taken charge of it.

Speaking of the seizure of Miss Anderson's letters, Mr. Swann said: "They should never have been taken from her apartment. They can have no relation whatever to this case. I am returning them unopened."

Of this young woman he said: "She has no connection with the case and is not under the slightest suspicion, but I have telegraphed her asking her to come here, because she might possess some information that would be of value."

Mr. Swann again took occasion to state that he would protect the names of any women involved in the case unless it should appear that they might be guilty of the crime. Referring to the society woman who has been described as "Miss Wilson," he said: "She may have unconsciously been the cause of the crime, but we don't know that."

John Milton, Jr., former Assistant District Attorney, who represented Von Schlegel in the divorce suit which his wife brought against him, called upon Mr. Swann yesterday. To reporters he explained that Von Schlegel and his wife, now known as Miss Viola Kraus, had been "psychically incompatible."

HAYTIAN RAILWAY RECEIVER NAMED

Equity Suit to Protect Assets
Pending Loan.

Upon filing of an equity suit yesterday in the United States District Court, Judge Julius M. Mayer appointed Roger L. Farnham, vice-president of the National City Bank and president of the National Bank of Haiti, receiver in \$50,000 bond for the Compagnie Nationale des Chemins de Fer d'Haiti.

Since its organization in 1905 the Compagnie Nationale has secured three important concessions from the republic to build a comprehensive railway system. The war, the collapse of the republic's finances and the depredations of bandits have stranded the undertaking midway and it now owes \$1,150,000 interest at 6 per cent. on a \$15,000,000 bond issue. The equity suits, brought by Jose M. de Aconata of 39 West Fifty-fifth street and other bondholders, seek to protect the company's concessions and assets pending negotiations for a \$40,000,000 loan which Haiti hopes to obtain from the United States. The company joined in the suit.

Washington, June 22.—Fred K. Nielsen of Nebraska was appointed to-day by President Wilson to be Solicitor of the Department of State, and Roland B. Mahony of New York as Solicitor of the Department of Labor.

TAXICAB ROBBERS GET LONG TERMS

Three Looted Men's Furnish-
ing Store in Broadway.

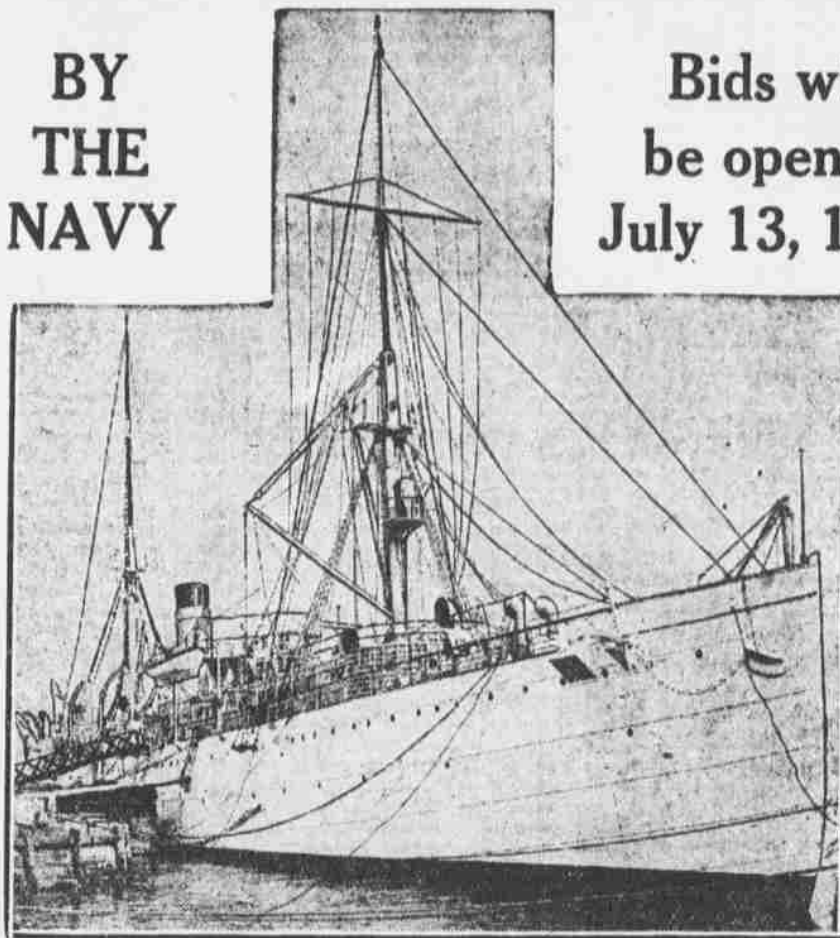
"Taxicabs and highway robbers go together just as naturally as corned beef and cabbage," said Judge Mulqueen in General Sessions yesterday as he sentenced three men, two of them chauffeurs, for robbing a men's furnishing store of \$14,400 worth of neckties and silk shirts.

William Keyes, 21, was sentenced to ten years in Sing Sing; James Murphy, 19, was sentenced to from four to ten years, and John Collins, 24, to Elmira Reformatory. They were convicted of grand larceny in the first degree on charges growing out of a complaint by Abraham Edwards, who has a haberdashery at 39 Broadway. The men were arrested April 14 as they were preparing to enter a second store.

SALE OF YACHTS--CARGO BOATS--TUGS

BY
THE
NAVY

Bids will
be opened
July 13, 1920



U. S. S. SUPPLY.

The Navy offers for sale at far below their cost a number of excellent yachts and valuable commercial vessels.

Yachtsmen, ship-operators and towing and lighterage companies will be especially interested in the yachts, cargo boats, tugs, barges and other vessels offered for sale by the Navy.

The yachts and motor boats were purchased by the Navy during the War to aid in the hunt for U-Boats and for general patrol duty. The tugs, cargo and passenger-carrying ships and other floating equipment were purchased at the same time in connection with troop transport service and the Navy's overseas activities. That work is finished and these vessels are therefore no longer needed by the Navy.

The Navy is not selling these vessels for profit. In order to save the Government the cost of maintaining them in idleness and because the Navy personnel is required for fighting ships and auxiliaries regularly in commission very low appraisals have been placed on all of these vessels to insure their immediate sale. These appraisals range from 35 per cent to 50 per cent lower than their cost to the Navy. The regular Navy vessels, cruisers, gun-boats and destroyers are appraised at a fraction of their original cost.

That is why the NOPATIN and the NARRAGANSETT, which cost the Navy \$601,500 each, have been appraised at \$350,000 and \$275,000 respectively.

No price has been fixed on these vessels, as they will be sold by sealed competitive bids.

Bids will be opened in the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., at 12 o'clock noon (Eastern Standard Time), July 13, 1920. Certified check, Liberty Bonds or surety bonds, either personal or guaranty, for 10 per cent of amount bid must be forwarded with bid.

STEAM YACHTS

Vessels	Appraised Value	Location	Vessels	Appraised Value	Location
ADMIRAL II.....	\$18,000	Boston Dist.	EMELINE.....	\$51,000	Brooklyn Dist.
AILEEN.....	19,000	Brooklyn Dist.	WANDERER.....	57,000	Brooklyn Dist.
VEGA.....	102,000	Philadelphia Dist.	THETIS.....	15,000	Brooklyn Dist.
MARGARET.....	60,000	Brooklyn Dist.	YACONA.....	118,500	Brooklyn Dist.
GALATHEA.....	116,000	Boston Dist.	ACTUS.....	25,000	Boston Dist.
PARTHENA.....	15,000	Brooklyn Dist.	WINCHESTER.....	185,000	Norfolk Dist.
NAUSHON.....	22,000	Brooklyn Dist.	CICARETTE.....	15,000	Boston Dist.
PAWNEE.....	15,000	Boston Dist.	HAULI.....	37,000	Brooklyn Dist.
WASP.....	40,000	Norfolk Dist.	ARCTURUS.....	117,000	Norfolk Dist.

MOTOR BOATS AND MOTOR YACHTS

KEMAH.....	\$60,000	Brooklyn Dist.
SNAPPER.....	9,000	Norfolk Dist.
HETMAN.....	14,500	Key West Dist.
RUSS.....	14,500	Key West Dist.
PATROL No. 6.....	22,500	Boston Dist.
RELIEF.....	1,500	Boston Dist.
SHIRIN.....	12,000	New Orleans Dist.
PATROL No. 10.....	8,000	Boston Dist.

TUGS

WINTHROP.....	\$28,000	Boston Dist.
FEARLESS.....	17,000	Philadelphia Dist.
STANDISH.....	48,000	Norfolk Dist.
BESSIE H. DANTZ.....	70,000	New Orleans Dist.
ER.....	28,000	Brooklyn Dist.
DOROTHY CULLEN.....	15,000	Brooklyn Dist.
VICTORINE (t).....	85,000	Brooklyn Dist.

GUNBOATS

YORKTOWN.....	\$130,000	Mare Island Dist.
MACHIAS.....	40,000	Mare Island Dist.
PETREL.....	30,000	New Orleans Dist.

(c)—steel cruiser. (b)—barge. (s)—sailing boat. (t)—trawler.

PASSENGER CARRYING VESSELS

NOPATIN.....	\$350,000	Brooklyn Dist.
NARRAGANSETT.....	\$275,000	Brooklyn Dist.

NAVAL DISTRICTS WHERE VESSELS MAY BE INSPECTED

Inspection of these vessels is invited. Communicate with the Commandants of the Districts in which they are located. Commandants are located in headquarters of the Naval Districts, as follows:

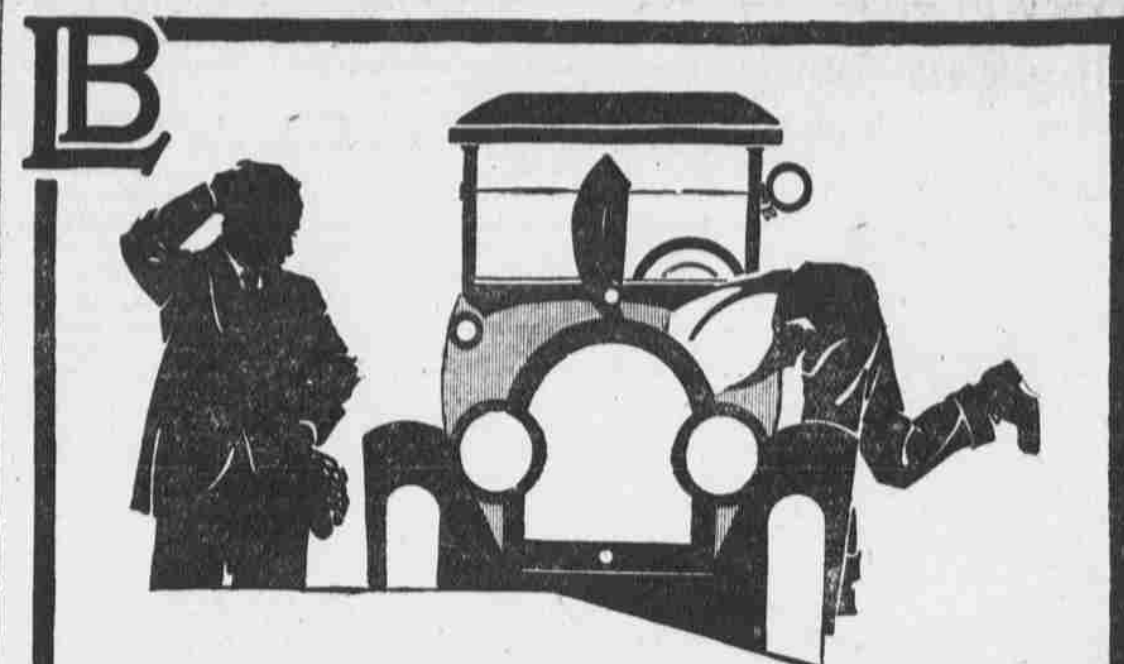
Commandant, First Naval District, Navy Yard, Boston, Mass.
Commandant, Third Naval District, Fleet Supply Base, Twenty-ninth St. and Third Av., Brooklyn, N. Y.
Commandant, Fourth Naval District, Navy Yard, Philadelphia, Pa.
Commandant, Fifth Naval District, Naval Operating Base, Hampton Roads, Va.
Commandant, Sixth Naval District, People's Office Bldg., Charleston, S. C.
Commandant, Seventh Naval District, Naval Station, Key West, Fla.
Commandant, Eighth Naval District, Bldg. No. 8, Naval Station, New Orleans, La.
Commandant, Twelfth Naval District, 417 Sheldon Bldg., San Francisco, Calif.
Commandant, Navy Yard, Mare Island, Calif.

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containing photographs and complete description of vessels in this sale. Send this request to Bureau of Supplies and Accounts, Navy Department, 100 Washington, D. C. If you telegraph, be sure to include your street address. If you write, fill in the blank lines below and mail this coupon.

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Street.....
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Write for folder describing the system
of centralized filing at Willys-Overland

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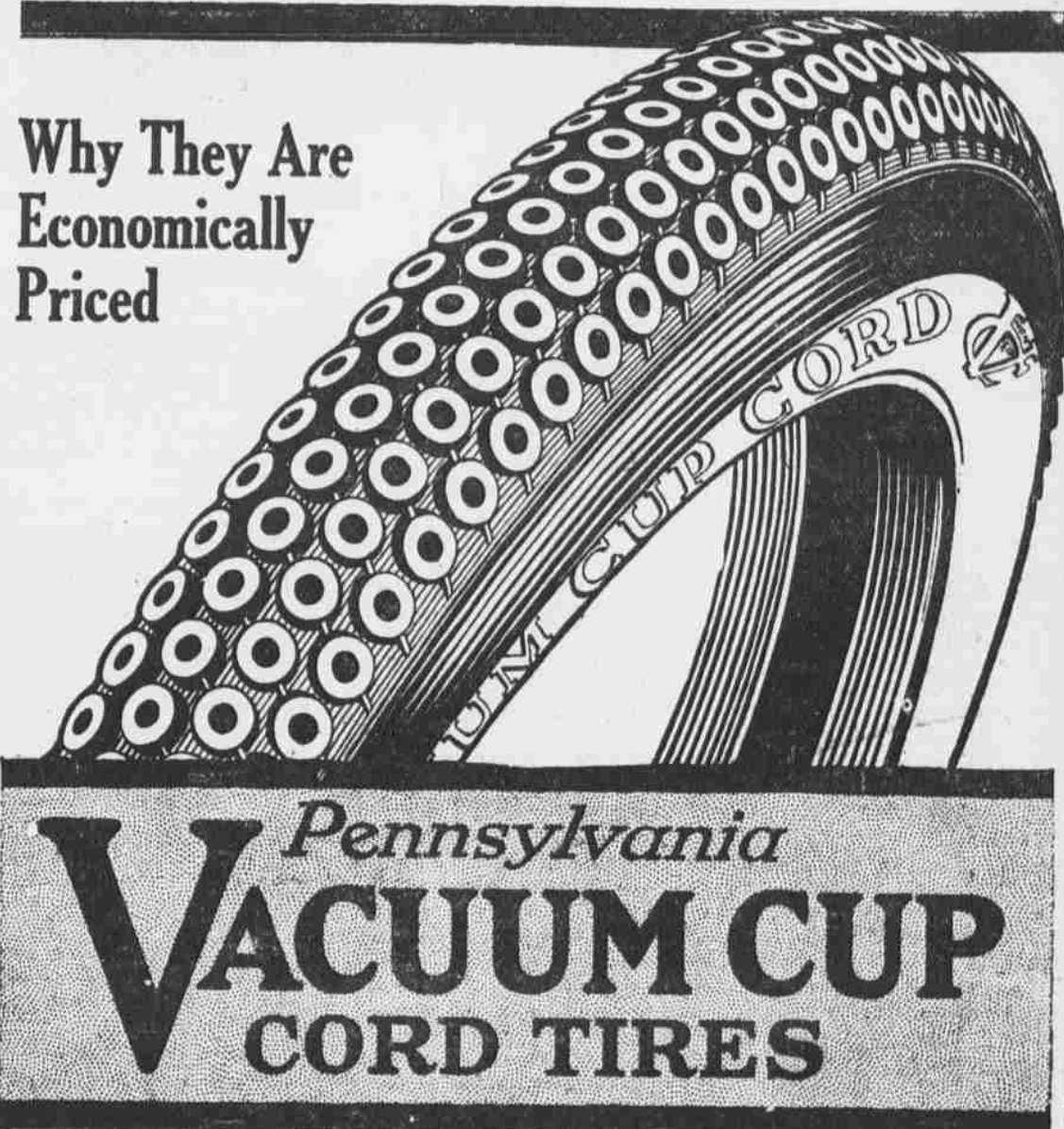
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